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50X1-HUM

CENTRAL INTELLIGENCE AGENCY

- 2 -

join the primary road leading from Miskolc to Budapest.

7. The reconstruction of the single-track standard-gauge line between Puztaszabolcs and Pecs has begun. The double-track line between Budapest and Puztaszabolcs was renewed by the mechanized system which was introduced by Czechoslovakia.

50X1-HUM

Comment: The capacity of the transloading triangle, Chop-Zahony-Cierna nad Tisou (Czechoslovakia), from the USSR to Hungary and Czechoslovakia was found to be inadequate. For military considerations they are too close to one another. The bridge at Zahony is a bottleneck because of its single track. Also, as indicated, considerable time will elapse before the 112-kilometer line from Zahony to Debrecen has a second track added to it. Moreover, the Tisza River has to be crossed at a second point, Szolnok-Szajol, where the bridge is already overloaded with traffic to and from Rumania. The advantages of the new project are:

- a. The standard-gauge line will be considerably shortened. Zahony-Budapest is 335.6 kilometers; Miskolc to Budapest is 181.5 kilometers.
- b. Two bridges will be by-passed: Zahony and Szajol-Szolnok.
- c. There is only a secondary line which joins the Satoraljaujhely-Miskolc main line at Szerencs. The eventual rebuilding of the Zahony-Nyiregyhaza line to broad gauge involves a big standard-gauge railway network which also has to be rebuilt to the new gauge.
- d. From Miskolc there are good connections, not only to the west and south of Hungary, but also to Czechoslovakia.
- e. The Chop-Cierna nad Tisou-Zahony transloading triangle becomes of secondary importance and will be used only as a subsidiary. The main traffic will be routed through Miskolc.
- f. The Miskolc - Budapest rail line will be electrified giving increased capacity. The lengths of the new broad-gauge lines are:
 - 1) Inside Czechoslovakia: from Chop to the Hungarian frontier - 24.3 kilometers.
 - 2) The line between Satoraljaujhely and Miskolc - 88.3 kilometers.
- g. When the rails were changed during 1947 - 1949, the roadbed on this section was broadened in anticipation of the change.

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